

AUTOBUS LINES A LEGITIMATE STREET RAILWAY AUXILIARY

IN MANY European cities and countries the street railway and the automobile have found it profitable to combine automobile service with their rail service. Before the war the automobile or suspension of many of the branch feeder service, the continental and British railways had developed an elaborate system of automobile service to meet trains at numerous way stations and road junctions and furnish quick and frequent service to outlying villages at a distance from the railways. These automobile services ran on schedules like the steam and electric lines, and were advertised with the rail service, which controlled and published the automobile schedules. The system is now being rapidly restored, with new vehicles and also with made-over vehicles obtained from the army surplus.

El Paso has begun, rather tardily, to develop automobile service to valley points. There would seem to be a promising field of development here, which is as yet hardly touched.

But the most interesting phase of the European motor service development, so far as the city of El Paso is concerned, is the way they have worked out the cooperative service of street cars and automobile omnibuses to handle urban traffic.

It is the experience of all cities that development follows the extension of the transportation system. Hundreds of traffic surveys have shown that great lying areas, favorably situated geographically with reference to the business center, remain unused or comparatively undeveloped, while residences and business extend great distances along the traffic lines.

Many people object to living immediately on a trolley line. But most people like to be within easy reach of "rapid transit" so-called, though often it is anything but rapid. Here in El Paso there is an average of one automobile to every other family, yet the electric lines are carrying more passengers and running more cars than ever before in their history. In spite of the increased service, there is more or less complaint about lack of adequate service.

The extension of the residence and business sections has been a good thing, for it has tended to prevent undue congestion and promote the establishing of separate homes with suitable private grounds, which could not in many cases be afforded on high priced close-in ground. But the persistent neglect of desirable close-in ground is not a good thing. By such neglect desirable public improvements such as sidewalks, paving, and curb parking are retarded, the neighborhoods are unsightly, and undesirable tenantry is brought about.

Often a street will be well developed throughout its length, while the parallel streets equally suitable are not developed at all. The controlling cause of this condition is lack of traffic lines.

El Paso has developed rather unsatisfactorily in that it has built up for miles to the eastward while the vast extent of the splendid mesa on the west, all close in and well situated for residences, has been neglected and is comparatively unimproved. This too is due principally to the long delay in establishing adequate traffic lines.

The solution may lie in autobus lines. The street car company cannot be expected to extend its lines indefinitely into new and sparsely populated districts, or to make additional improvements by way of double tracks and additional car service that a portion of the public is always clamoring for. Yet since the company has what amounts to a monopoly of urban passenger transportation, it is right that it should substantially meet the various needs as they develop.

Some years ago El Paso passed through the "jitney" stage. Scores of cars were put on the streets to carry passengers for a low fare. They always chose the most traveled streets and the sections of heaviest traffic. The jitney service has practically been abandoned.

But the jitneys really did perform a certain class of service that the people demand, and that the street car lines do not adequately supply, under present conditions.

Why would it not be possible for the street car company to establish lines of autobuses that would run parallel streets without the necessity of constructing costly rail and trolley lines? Such auto lines could operate on parallel routes to the rail lines, and also extend into the many districts not now served at all by rail lines. They could be used both in the business center and in the suburbs. They could relieve the strain on the longer rail lines by taking on passengers by transfer at certain arbitrarily

established junction points, and they could act as feeders for the rail lines, by running on outlying routes and not coming into town at all.

If the autobuses could not be operated profitably on a 5c fare, there would be no valid objection to allowing them to charge 10c, 15c, or even 25c on long runs or runs in sparsely populated districts. As in so many other things, it is service the people demand, and they are willing to pay a fair price for it.

In some such way, unfair competition with the electric lines could be prevented, and the electric company instead of having to fight competition would be placed in a position to operate and develop its rail lines to best economic advantage while at the same time earning the legitimate profits of an adequate public service.

The modern autobus, built for the purpose, is a slightly comfortable, and convenient vehicle. No makeshifts should be allowed, but it would seem as if a complete autobus service would pay a good return on the investment. It would be better for the electric railway to own and operate it under a suitable franchise, than for new and costly competition to be introduced at this time.

By some such arrangement, every part of the city could be given transportation service in direct proportion to its present and prospective needs. Real estate owners in undeveloped areas would perhaps be willing to subsidize such autobus lines in the beginning.

How They Get Water

SEVERAL cities of west Texas are solving the water problem in a way that is going to be not only temporarily satisfactory, but permanent. In each case these cities are doing this by using surface water supplies. It is easier to bring water down than up.

One of the largest projects in the state is the undertaking, well under way, of the city of Abilene. This town started building a new water system this year. By damming the Elm fork of the Brazos river in the Bufile Gap mountains 15 miles southeast of the city, Lake Cameron was formed, meeting the city's present and providing for its future water needs.

Lake Cameron is more than 200 feet higher than the city of Abilene, thus giving ample gravity pressure to the stored water. It will be possible, according to reports to the West Texas chamber of commerce, to irrigate 30,000 acres with this water as well as supply the city's industrial and domestic needs.

Sweetwater gets its water supply from Lake Trammell. This lake was built in 1914 at a cost including pipeline, of \$20,000. This body of water is 200 feet higher than Sweetwater's highest building and lies about 7 miles from the city. The rate is low, being \$1.25 for a 3000 gallon minimum and 20 cents per 1000 gallons for each additional 1000 gallons.

Eastland is solving its needs by damming the Leon river near the city. A body of water estimated at more than 500,000,000 gallons is being created. Ranger also gets its water from an artificial lake, Lake Haggard. Brookridge is preparing to get its supply from the Clear fork of the Brazos.

Wichita Falls is building a gigantic water supply and will make its valley bloom by damming the Big Wichita 30 miles above the city. The lake will cover 14,000 acres and will irrigate 150,000 acres.

In the future a man who is found in a pulman car will be subject to examination by the income tax collectors just on suspicion.

Harding will conduct his campaign from the porch and it is reported secretly that Cox will conduct his from the cellar.

In view of the phenomenal luck he is having, Bailey ought to establish a residence in Texas.

When enthusiasm has brains for a partner great things are accomplished.

When Hungarians jump on Austrians the world is neutral.

Poland is as much of a nuisance as ever.

Questioning is not the mode of conversation among gentlemen.

—Samuel Johnson.

YE TOWNE GOSSIP - - - By K. C. B.

(Registered U. S. Patent Office)

THESE ARE the days to, NAME ONE think OF THE long ago. WHEN BOYHOOD was ours. I CAN still see THE LITTLE home town. AND its hotel. AND its main street porch. AND THE village girls. AND THE village doc. WHO KNEW the stream. AND THE fishing holes. AND THE bait to use. AND THE country road. THAT LED to the lake. DOWN to the lake. AND I hear old's dog. AS IT barks at me. AND, OF course, I know. IT'S BECAUSE he's glad. I'M PASSING by. AND NEW telling me. BY THE way of his tail. THAT WE might be friends. IF IT tickled around. AND EVEN the ties. OF THE railroad track. THAT WE have to walk. LOOK GOOD to me. BUT SOMEBODY or other. THEY'RE CLOSER together now. THAN THEY used to be. WHEN I was a kid.

Short Snatches From Everywhere

If wine is a mocker, what can one say of near-beer?—Colorado Springs Telegraph.

Still, it is hard to blame Jack Johnson for preferring fall in the United States to being at large in Mexico.—Indianapolis Star.

Cutting the word "obey" out of the marriage vow is fully as important as excluding the "u" from "honour".—Greenville (S. C.) Piedmont.

A German leader says the allies are victims of "the disease of victory". Anyway the Germans needn't worry. They can't catch it.—Grand Rapids Herald.

When the head of the family sees the family doctor these days the wife and children do not worry. They smile. Prescriptions will follow, but no incantation.—Brooklyn Eagle.

Smoke Of Battle

THE smoke of battle now will rise, and for four months obscure the skies. The two great parties now are set to make things hum, already yet. The candidates, good men and true, with order or alarm will view, and show catastrophe begins the day the other fellow wins. The rookeries that our fathers knew will trot around a time or two, with fierce old gags, decayed and weird, and chestnuts of the long gray beard. We who have struck for higher pay and shorter hours, and cheaper hay, will now be asked by statesmen bold, as we've been asked so oft of old, to strike for altars and for fire, and for the green graves of our sires. And sounding platitudes will roar around our ears and prove a bore. We view the fuss acutely now; we won't throw bricks in such a row, but in three weeks or maybe six, you'll see us busy throwing bricks, and dodging rocks by others' hands.—we'll all be rattled, mad and peered. And when the smoke has cleared away, the morrow of election day, we'll wonder why we acted thus, and tore our garments in the fuss.

WALT MASON.

SCHOOL DAYS

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Laundry Not To Blame When Man Cuts Linen With Razor; Japanese Paper Clothing Warm In Winter, Cool In Summer

THE unexplainable little holes and tears found in garments just returned from the laundry in 80 per cent of cases were there before the laundry was taken from the home, said city councilman W. T. Griffith, who, in private life, operates a laundry.

"The short, sharp gashes were made by hussy when he wiped his razor blade on them. You didn't see them before the towel was sent out because it was wadded up and thrown into the laundry bag without close examination. The peculiar, circular rents frequently found in table cloth and covers in many instances result from action of acid which comes from the contents of bottles or cans of medicine or other substance, inadvertently set upon the fabric. If you will notice, you will frequently find holes which follow the outline of a bottle bottom. Modern laundry machinery is devised as to make it almost impossible for articles to catch in anything and be torn. All acid and caustic processes, so that the water used in a laundry is far less harmful than could be obtained in the average home. But by watching a little, and by making household use care in wiping his razor blades, you can lengthen materially the life of every article which goes to the laundry."

"The Japanese idea of paper clothing is a good one," said W. R. Dunwood, who passed through El Paso on his way to Kansas City, on his return from a trip to the orient. "They have a kind of paper clothing that is both warm in winter and cool in summer, and which would do much to cut the cost in this country. They do not wear it themselves on a general scale, but I saw some of the garments, and the wearers say it is both warm and cool. These garments may have objectionable features of which I know nothing, but the idea appealed to me, combining economy with comfort. Incidentally I found the Japanese to be quite friendly, and they have a business energy that is surprising and this with their intellectual progress is bringing them to be a big power in the commercial world."

"I understand that there are men in El Paso who are trying to hoist the high cost of living, but I don't see it. I think this is a good thing. One of their efforts is to get public commercial landing fields and this is the one thing that will draw airplanes to a town. If every city of consequence had its own landing field, now that the use of planes is becoming more common, the flyers could go about their business in almost any part of the country, and soon the air would have its mail and passenger routes, as does the land and water today. This is a thing that El Paso, as the most important border city, might well consider."

"The restaurant habit, for persons keeping house, is one which has much to do with the high cost of living," said Frank Walters, "I have for some time compared prices when eating at home and down town. But of course I have not figured the labor of preparing the meal. I paid 15 cents for a small piece of steak at a restaurant recently, and the next day bought enough meat at a local market for three people for 60 cents, which resulted in a saving of 45 cents. As I fed three for 60 cents, whereas the same amount of meat in that restaurant would have cost me, for the three, \$1.50, it is the same in other provisions. Eating at home saves me money. And I have noticed that often we will go to a restaurant where we have to reason for it, except to be away from home. If most of the people who are waiting about the high cost of living will look upon their manner of living, they will find many possible economies, without hardship, which will soon reduce their expenditures."

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HOROSCOPE

WEDNESDAY, AUGUST 4, 1920.

FRIENDLY stars guide today, according to astrologers for the Sun, Jupiter, Uranus and Venus are all in benefic aspect.

It is a time for the beginning of large enterprises and for putting whatever promises great things for the future.

Certain lines of business should prosper greatly, all lines of manufacture being subject to stimulating and profitable guidance.

While Jupiter gives assurance of profit in many constructive activities, there will be a serious slump in production by the time snow flies, if the stars are read right.

There is a slight supposition to forecast wise vision regarding public affairs and this will be helpful to one political manager who will profit through some sensational effort.

The sudden deaths of prominent persons before the new year will reveal the prophecies concerning the passing of old leaders in public life.

Hospitals and philanthropic institutions should benefit from the planetary government at this time.

Education again will occupy attention and radical reforms will be advocated.

This rule is supposed to give eloquence and persuasiveness to those who deliver speeches and it is especially favorable for women.

Fashions during the coming winter will show a trend toward the bizarre, which is supposed to be prophetic of coming events.

Persons whose birthdate it is have a happy augury for the coming year which should bring great increase to money. They should be careful to guard against malice expressed in letters or newspaper articles.

Children born on this day are likely to be extremely acute in sense and clear in mind.—Copyright, 1920, by the McClure Newspaper Syndicate.

Old Judge Rumhauser

He is Good At Hope Blasting.

By Tad

OH BOY

HERE I AM WITH A BOTTLE OF—

HE WINS THE PAPER MACHE CROWN BAR

SWEET PICKLES

About Broadway Plays And Players

By HIDE DUDLEY.

NEW YORK, Aug. 1.—England's tallest actor has arrived in New York. He is Henry Lattimer, who stands six feet four inches in his hose-covered, tall, extremities and weighs more than Singer's whole troupe of midgets. He is here to play the title role in "The Chin Choo" for two weeks on the other side. Cagney, Strawn and other stars, who have reached this city from London, also, and will be seen in "Chin Choo."

SOUSA AND HIS HAND. John Philip Sousa's band has inaugurated its twenty eighth annual season at New York. Sousa, Marcella Moody, soprano, and Whitford Hambrick, harpist, appear with the band.

"ROSE GIRL" AT IT. "The Rose Girl" in rehearsal, under the direction of Frank Hamilton. Carl Randall has contributed three of the musical numbers. In the cast are Roy Atwell, Harold Brown, Marjorie French, Mary Leavin, Dorothy Mackay, Walter Palm, Carl Randall, Louis Simon, Mabel Withers, Flora Ziegler, George Hancock and Christine Miller.

LOONEY SPEAKS A NIFTY. Somebody let Looney Haskell into a Broadway show on a pass last night. The house was full of popular and Looney noticed this while standing in the lobby. Turning to a man nearby he said:

"By the looks of the passes in this house the talk about a scarcity of paper seems to be all bunk."

A THOUGHT FOR TODAY. Don't deny it until you are accused. If you do, you'll surely be accused.

FROM THE CHEAPEST TREE. "What are you thinking about?" "My light bill's too heavy."

Answers To Letters - By EDNA KENT FORBES

ANXIOUS.—For reducing the heat, use a diet for reducing the flesh and use a brassiere, which will make the bust appear smaller. The preparations for reducing the bust are usually harmful, and I would not advise using them.

PEARL.—A girl of 14 years, 4 over tall, should have a bust measurement of about 31.

M. H.—For bleaching the hands, send me a self-addressed, stamped envelope for a formula. Handmaiden and alpacas are very good—use equal parts of each.

LOUISE.—The average weight for a girl 18, five feet six inches, is 125 pounds. A good complexion will count for more than features.

GLADYS.—Be careful of your diet—do not eat rich foods. A greasy skin does not make a good complexion. I will advise that you take a blood purifying tonic. Use the white of an egg as an astringent, which you will find very good for the greasy condition of your skin.

B. C.—I cannot recommend any patented article in this column. For your hair, send a self-addressed, stamped envelope and state your needs.

BLANDNESS. Blunders are very common among the blunders. At 40 their straightness begins to fail. It is said that this condition is due to the excessive use of coffee.

Bedtime Stories For The Little Ones

UNCLE WIGGLY AND THE CLOTHES LINE.

By HOWARD R. GAMIS.

WIGGLY carried it home for her, but the spider lady said she didn't want it. She said she didn't want it. She said she didn't want it.

"Oh, no! I won't!" laughed the spider lady. "You're helping me fix my web." She said, "and now I'll fix your web for you. You'll have to pull on the ends of the rope as I tell you, and point them out to me, for I'm not strong enough to do it myself."

"Oh, Nurse Jane! I'm all tangled up!" cried Uncle Wiggly. "I can't get loose! Please help me!"

"I will," said the spider lady. But all she could do was to pull on the ends of the rope. She said, "and now I'll fix your web for you. You'll have to pull on the ends of the rope as I tell you, and point them out to me, for I'm not strong enough to do it myself."

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